



# STATE OF CONNECTICUT

## DEPARTMENT OF MOTOR VEHICLES

60 State Street, Wethersfield, CT 06161

<http://ct.gov/dmv>



### Public Hearing Written Testimony Department of Motor Vehicles Commissioner Antonio 'Tony' Guerrero

Transportation Committee  
February 27, 2023

Senator Cohen, Co-Chair  
Representative Lemar, Co-Chair  
Senator Lopes, Vice Chair  
Representative Berger-Girvalo, Vice Chair  
Senator Hwang, Ranking Member  
Representative Kennedy, Ranking Member

The mission of the Connecticut Department of Motor Vehicles (DMV) is to promote and advance public safety, security and service through the regulation of drivers, their motor vehicles and vehicle-related businesses. The DMV's primary customer service goals are: 1) for customers to complete their transaction successfully; and 2) to have a positive experience with the agency.

To this end, thank you for the opportunity to provide written comments on a selection of proposals that intersect with DMV statutory responsibilities and operations.

#### **Raised Senate Bill No. 1080, AAC TRANSPORTATION SERVICES FOR PERSONS WITH INTELLECTUAL AND DEVELOPMENTAL DISABILITIES**

Concerning Section 6, which proposes development of training resources, the DMV oversees School Bus Master Instructors who create and conduct training for all Connecticut school bus drivers. It is the agency's responsibility to ensure these instructors are covering all subjects outlined in statute; the DMV would be happy to collaborate with sharing of existing resources and believes this can be done without new statutory language. Concerning Section 7, the DMV currently offers applicants with disabilities appointments through our limited license testing program, scheduled through our in-house Medical Unit. In cases, for example, where a student prefers to be tested at a driving school, or requires additional time for testing, the Medical Unit approves and facilitates the accommodation in coordination with DMV Branch Operations and Driver Education. The process is thorough and works well, and at this time the agency believes the proposed objective is being met without the need for additional legislation. As always, we would be happy to work with proponents and welcome feedback on how best to deploy such services.

#### **Raised Senate Bill No. 1081, AAC THE USE OF A GLOBAL POSITIONING SYSTEM ON A SCHOOL BUS AND THE SHORTAGE OF SCHOOL BUS DRIVERS**

Importantly, the DMV's Commercial Vehicle Safety Division (CVSD) is currently working closely with bus companies on the subject of GPS tablets and, after preliminary analysis,

Seat Belts Do Save Lives  
*An Affirmative Action/Equal Opportunity Employer*

believes this helpful technology may be deployed in compliance with existing statutes (C.G.S. Sect. 14-296aa). Concerning Section 2, the DMV already prioritizes school bus testing through our Driver Education and Testing Unit; this operational emphasis has been communicated clearly to all DMV staff and management. Additionally, cross-training initiatives deployed over the past two years ensure that immediate internal DMV resources are available to complete school bus-related testing promptly. In Section 3, proposed modification to the Commercial Driver's License (CDL) for school buses – while we understand the intent – has been previously piloted and did not result in measurable progress. An additional unintended consequence to consider: to remove the proposed license restriction in the future, candidates would need to be re-tested, adding to already high demand for these services. In Section 4, additional research on the school bus driver shortage may be helpful; the DMV would be interested to learn more about study parameters and would specifically request more time than contemplated to complete the work, perhaps in conjunction with other partners. Finally in Section 5, the DMV would have concerns about advertising on school buses, which can be distracting to motorists. For safety purposes, the DMV would prefer to keep driver focus on pedestrian crossings and appropriate driver behavior around bus stops. All of this said, the DMV recognizes the current challenges in this realm, and would be happy to continue conversations on the subject.

**Raised House Bill No. 6745, AAC THE CONSTRUCTION OF NOISE BARRIERS, A PLAN IMPLEMENTING A STATE-WIDE DECIBEL LEVEL TESTING PROGRAM AND IDLING MOTOR VEHICLES**

At the General Assembly's request, the DMV was asked to research and report back with findings and considerations concerning potential implementation of a statewide vehicle decibel testing program. A draft of the report is being finalized, and will be shared with Transportation Committee members immediately upon completion.

**Raised House Bill No. 6748, AAC CERTIFICATES OF APPROVAL FOR MOTOR VEHICLE DEALERSHIPS AND REPAIR SHOPS, TRESPASS ON WATERSHED LAND, THE "MOVE OVER" LAW AND MINOR REVISIONS TO MOTOR VEHICLE STATUTES**

Upon initial review, the intent of Section 1, proposing certification of local approval for siting of a repairer location, appears to already be addressed in existing statute, C.G.S. Sect. 14-54. Additionally in Section 5, concerning extensions for remedy of a failed vehicle inspection due to supply chain issues, the DMV has already implemented a policy and procedures on this front, and communicated DMV's responsibility to Emissions staff and the state's Emissions vendor. If there is more context to share on intent of these proposed statutory updates, the DMV would welcome additional dialogue.

I would like to thank committee members for their continued engagement on DMV matters, and for your support with ongoing efforts to modernize and enhance DMV services on behalf of the people of the state of Connecticut. Moving forward, I welcome your feedback and questions.